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PLANT CRITICIZED FOR WASTE; TRACTOR WINS STALIN PRIZE

GOR'KIY PLANT WASTES METAL -- Moscow, Komsomol'skaya Pravda, 24 Feb 52

On 20 Jan 51, Vedenyapin, director of the Gor'kiy Automobile Plant imeni Molotov, ordered Taurit, chief technologist; Lavrent'yev, chief metallurgist; Zhivchikov, chief mechanic; and Gliner, chief of the Tool and Stamping Division, to convert the production of synchronizer rings to precision casting by 1 May 1951. This measure has not yet been carried out. Making synchronizer rings by precision casting would save about 25 tons of bronze yearly.

The Design and Experimental Division is responsible for the holdup in implementing measures designed to save 9.8 kilograms of rolled stock for every Pobeda automobile produced.

Rejects are responsible for enormous losses. In December 1951, in motor shop No 3 alone, 18 tons of metal were scrapped, owing to defective castings. Redesigning of the drying oven and drying chamber in foundry No 3 would reduce considerably losses due to rejects in casting Pobeda cylinder heads. This redesigning was supposed to be completed by 20 January 1952, but nothing has been done as yet.

Defective sheet steel received from the Zaporozhstal' Plant is disrupting the work of the body shop. Of 187 lots of sheet steel for body tops received from the Zaporozhstal' Plant, 182 had defects. The Gor'kiy Plant sent 117 complaints to the Zaporozhstal' Plant in 1951.

Glavmetallosbyt (Main Administration for the Sale of Metals) often makes unwarranted transfers of metal orders from one supplying plant to another. For a long time, the Serov Metallurgical Plant supplied the Gor'kiy Automobile Plant with blanks for GAZ-51 axle shafts. In the third quarter of 1951, Glavmetallosbyt transferred this /standing/ order to the Stalingrad Krasnyy Oktyabr' Plant, which took some time to produce the blanks and turned out a considerable number of rejects. About the time the Stalingrad plant had smoothed out

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difficulties and improved the quality of the blanks, Glavmetallosbyt transferred the order back to the Serov plant, necessitating another costly reorganization of production.

The 1951 norms for the consumption of nonferrous metals were raised more than one kilogram per GAZ-51 truck as compared to the 1950 norms.

Actually, the average 1951 consumption of nonferrous rolled stock per GAZ-51 truck was about 3 kilograms under the norms. However, this achievement in metal economy was not taken into account in setting up the 1952 norms for metal consumption. The 1952 norm for metal consumption per truck was set at a half kilogram above the actual consumption in the latter half of 1951. Strokin, chief engineer of the plant, attributes the reduced consumption of nonferrous metals in 1951 to so-called negative allowances on rolled stock, and asserts that these savings cannot be taken into account. It is high time that the use of rolled stock with negative allowances was legitimatized, since it fully meets the requirements of automobile building practice. It is plain that the plant management prefers to retain comfortable norms for metal consumption and save metal without any special effort, rather than calling the attention of government organizations and departments to the advantages of using rolled stock with negative allowances.

FAILS TO MEET PLAN -- Minsk, Sovetskaya Belorussiya, 21 Mar 52

Workers of the Minsk Tractor Plant promised to increase commodity production in 1952 to three times the 1951 total, to lower production costs by one third, to increase labor productivity one and a half times, and to save 5½ million rubles by adopting innovations.

The expanding output of skidding tractors and spare parts for skidding tractors calls for a great quantity of tools. Pavel Orekhovskiy reduced the consumption of tools per unit of output by 50 percent. The diesel shop could save more than one million rubles in 1952 by adopting Orekhovskiy's method.

The plant continues to lag in plan fulfillment. In February, the plant failed to produce a number of tractors and a considerable quantity of tractor spare parts. Measures are being taken to overcome the obstacles that hinder plan fulfillment.

RAISE LABOR PRODUCTIVITY IN AUTO PRODUCTION -- Moscow, Moskovskaya Pravda, 5 Mar 52

In the past 3 years, the Moscow Automobile Plant imeni Stalin has reduced the labor consumption per ton of capacity of the finished vehicle 1.75 times. The labor consumption in the production of springs has been reduced 41 percent.

In spite of the considerable reduction in machine time brought about by the introduction of high-speed methods, the time spent on hand operations is still high, 23.2 percent in the machine shops and 19.2 percent on the basic truck, the ZIS-150.

Plant workers have promised to complete the 1952 plan ahead of time and to save 10 million rubles above the plan by cutting production costs.

SET 1952 GOALS -- Moscow, Pravda, 6 Mar 52

Enterprises of the Ministry of Automobile and Tractor Industry have assumed the following obligations for 1952:

In Moscow: to fulfill the 1952 plan by 26 December, to exceed the plan for labor productivity by 1.5 percent, to save 19 million rubles above the plan by lowering production costs, and to save 5,000 tons of metal, 3,000 tons of ideal fuel, and 6 million kilowatt-hours of electric power.

In Moscow Oblast: to fulfill the 1952 plan by 20 December, to exceed the plan for labor productivity by 2 percent, to lower production costs 0.4 percent beyond the plan, to accumulate 2.3 million rubles above the plan, and to save 600 tons of metal, 930 tons of ideal fuel, and 1,250,000 kilowatt-hours of electric power.

TO PRODUCE MORE BICYCLES -- Leningradskaya Pravda, 21 Feb 52

The Main Administration of the Motorcycle and Bicycle Industry, Ministry of Automobile and Tractor Industry, has decided to produce one third more bicycles in 1952 than it did in 1951.

RECOUNT DEVELOPMENT OF KhTZ-7 -- Kiev, Pravda Ukrainy, 20 Mar 52

The KhTZ-7 orchard and garden tractor was developed by the Design Bureau of the Khar'kov Tractor Plant imeni Ordzhonikidze in cooperation with the Khar'kov Tractor Assembly Plant. Stalin Prizes for this work were awarded to P. Lisnyak, director; N. Zubarev, chief designer; and M. Diduk, design engineer, all of the Khar'kov Tractor Plant imeni Ordzhonikidze; and to I. Medvedev, director; S. Serikov, chief engineer; and K. Katsevich, chief designer, all of the Khar'kov Tractor Assembly Plant.

The KhTZ-7 is a 12-horsepower, four-wheeled reversible tractor with a gasoline engine and can be used for various agricultural operations on large gardens, on plantings of industrial crops, and in industrial gardens, and can be used with trailer, semisuspension, or suspension implements.

The first KhTZ-7 tractor was assembled in 1949, and several more tractors were built in the first quarter of 1950. In the fourth quarter of 1951, the Khar'kov Tractor Assembly Plant turned out as many KhTZ-7 tractors as it did in all of 1950.

More than 150 plants made parts for the KhTZ-7 tractor, and the Khar'kov Tractor Assembly Plant was given considerable aid by the Khar'kov Tractor Plant imeni Ordzhonikidze, the Khar'kov Transport Machine Building Plant, and the Khar'kov Serp i Molot Plant. In 1951, the plant grew so much that it was transferred from the jurisdiction of the Ministry of Local Industry Ukrainian SSR to that of the Ministry of Automobile and Tractor Industry USSR by a decision of the Council of Ministers USSR.

The number of plants supplying parts to the assembly plant has been reduced to five. Production costs have been cut and the general cost of the tractor has been reduced by 7,000 rubles. Now the plant is organizing the output of a diesel tractor operating on heavy fuel. -- I. Medvedev

Riga, Sovetskaya Latviya, 25 Mar 52

Designers at the Khar'kov Tractor Plant imeni Ordzhonikidze, who were awarded a Stalin Prize for developing the KhTZ-7 orchard and garden tractor, are now working on a diesel motor to replace the carburetor motor now used on the tractor.

MAKES SPARE PARTS -- Moscow, Izvestiya, 29 Feb 52

The Omsk Porshen' (Piston) Plant, which makes automobile and tractor spare parts, is an enterprise of the Ministry of Automobile and Tractor Industry.

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